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Upcoming Events:

GSCCC Quarterly Stakeholder Meeting, October 4, 2013, DES Offices, Concord. 9:00-11:30 a.m. Mike Dunican of North American Equipment Upfitters will present on propane vehicle upfitting, and Glenn Johnson of AutoBeGreen will present on green automotive and small engine products. Come and join in the conversation!

National Plug-in Day Celebration, October 5, 2013, Concord State House Plaza. 8:30 a.m.-1:30 p.m. Celebrate electric and hybrid-electric vehicles in front of the State House! Visit the farmers' market for refreshments and peruse our spectacular exhibit of electric transportation - a perfect fall weekend day. This event is part of Plug-In America's national celebration and is the result of a partnership with New Hampshire Sierra Club and ConVerdant Vehicles. Don't miss it!

Webinar - *Converting Biogas into Vehicle Fuel*, September 5, 2013. 1:00 p.m. **Click here to register.**

Northeast Diesel Collaborative 2013 Partnership Meeting, September 11-13, 2013, Groton, CT. Join us at the Mystic Marriott Hotel & Spa, 625 North Rd. to discover and discuss the innovative technologies and strategies being used in the Northeast to reduce diesel emissions, improve efficiency, and promote cleaner and healthier communities. Hear

about the latest clean diesel technologies, best business practices and funding opportunities. Keynote address by Allen Schaeffer, Executive Director, Diesel Technology Forum. Registration is free.

Northeast Smartway Workshop, September 13, 2013, Groton, CT. Start your fall off right by attending a FREE half-day workshop featuring presentations by leading SmartWay partners and collaborators. Specify the half-day workshop when registering. **Click here for more information.**

Mt. Washington Auto Road Alternative Energy Summit, September 14, 15, 2013, Gorham. This event will showcase electric and hybrid-electric vehicles and sustainable energy sources. For more information visit: http://mtwashingtonautoroad.com/news/alternative-energy-weekend-september-14th-15th-2013/.

Maine Clean Communities Stakeholder Meeting, September 17, 2013, Portland, ME. 9:00-10:30 a.m.Contact Steve Linnell for details (207-774-9891 or slinnell@gpcog.org).

Green Fleet Conference and Expo, October 1-2, 2013, Phoenix, AZ. Click **here** for more information.

ICUEE Demo Expo, October 1-3, Louisville, KY. This event is a "must see" for utility contractors and municipalities involved in the electric, telecom, water/wastewater and gas industries. For more information, visit: www.icuee.com/.

AltWheels Fleet Day, October 7, 2013 , Norwood, MA. Sheraton Four Points in Norwood is the perfect location for the many diverse alt fuel vehicles on display. AltWheels will feature panels, exhibits and ride-and-drives. Truly the largest meeting of corporate and municipal Fleet Managers on the East Coast. Co-sponsored by GSCCC. **To register.**

CNG Cylinder Inspection Training Workshop, October 22-25, 2013, Nashua. This sixteen hour (free) course, held at Nashua Community College (9-1 pm, four days), will prepare attendees for the national certification test. Space is limited. Contact Dolores Rebolledo (603.271.6751, dolores.rebolledo@des.nh.gov) if interested in taking this course.

First Responder CNG, Propane and Hydrogen Vehicle Training, December 3, 2013, Concord. Event will be held at the NH Fire Academy and registration is open to all first responders. Details to follow.

News of Interest:

You don't see *this* every day; Teslas heading up Mt. Washington (photo courtesy of Ben Goodwin).

Teslas to the Top!

Trip report by Daniel Einspanjer, Tesla owner, EV enthusiast and GSCCC fan.

On the evening of August 3rd, 2013, fourteen Tesla Model S and one Tesla Roadster EVs gathered to make the first group ascent of the Mt. Washington Auto Road. Vehicle owners from New England states and Canada attended the event.

The trip up the auto road was exhilarating. These vehicles have very smooth and quiet acceleration, and plenty of torque for the steep ascent. Most of the cars went all the way up to tree line with the windows down and sun roofs open, and all that could be heard was the wind whistling through the trees, the birds chirping, and the quiet noise of the tires rolling on the pavement.

As we passed tree line we drove into clouds, the temperature dropped and the wind picked up. Visibility was reduced to almost zero - except for the ghostly lights of the car ahead and occasional breaks in the clouds showing the vista far below.

We spent about 45 minutes at the summit, chatting and browsing the gift shop, then began the trek back down. The cars could not have been built better for descending a mountain. Stable, low to the ground, and aerodynamic, they shrugged off the buffeting winds and handled wonderfully. The powerful regenerative breaking meant that we did not have to worry about a straining engine or overheating brakes as the cars gracefully glided down at a comfortable and safe speed - requiring only occasional touches of the brakes at the hairpin turns.

The eight mile long and 4,600 feet ascent consumed somewhere between 12 and 14 kWh of energy (about 40 to 45 miles of rated range), while the descent reclaims between 5 and 7 kWh of energy (about 15 to 23 miles of rated range) through regenerative breaking.

EPA Finalizes 2013 Renewable Fuel Standards and also announces steps to address concerns about the E10 blend wall

As part of an ongoing effort to enhance energy security and reduce carbon pollution, the U.S. Environmental Protection Agency (EPA) today finalized the 2013 percentage standards for four fuel categories that are part of the Renewable Fuel Standard (RFS) program established by Congress. Most of these fuels are produced by American farmers and growers domestically and help reduce the carbon pollution that contributes to climate change.

The final 2013 overall volumes and standards require 16.55 billion gallons of renewable fuels to be blended into the U.S. fuel supply (a 9.74percent blend). This standard specifically requires:

- Biomass-based diesel (1.28 billion gallons; 1.13 percent)
- Advanced biofuels (2.75 billion gallons; 1.62 percent)
- Cellulosic biofuels (6.00 million gallons; 0.004 percent)

These standards reflect EPA's updated production projections, which are informed by extensive engagement with industry and a thorough assessment of the biofuels market.

During this rulemaking, EPA received comments from a number of stakeholders concerning the "E10 blend wall." Projected to

occur in 2014, the "E10 blend wall" refers to the difficulty in incorporating ethanol into the fuel supply at volumes exceeding those achieved by the sale of nearly all gasoline as E10. Most gasoline sold in the U.S. today is E10. In the rule issued today, EPA is announcingthat it will propose to use flexibilities in the RFS statute to reduce both the advanced biofuel and total renewable volumes in the forthcoming 2014 RFS volume requirement proposal.
EPA is also providing greater lead time and flexibility in complying with the 2013 volume requirements by extending the deadline to comply with the 2013 standards by four months, to June 30, 2014.
A January 2013 ruling by the U.S. Court of Appeals required the agency to reevaluate projections for cellulosic biofuel to reflect market conditions; the final 2013 standard for cellulosic biofuel announced today was developed in a manner consistent with the approach outlined in that ruling.
The Energy Independence and Security Act (EISA) established the RFS program and the annual renewable fuel volume targets, which steadily increase to an overall level of 36 billion gallons in 2022. To achieve these volumes, EPA calculates a percentage-based standard for the following year. Based on the standard, each refiner and importer determines the minimum volume of renewable fuel that it must ensure is used in its transportation fuel.
More information on the standards and regulations:
http://www.epa.gov/otaq/fuels/renewablefuels/regulations.htm

More information on renewable fuels:
http://www.epa.gov/otaq/fuels/renewablefuels/index.htm
Release Date: 8/06/2013

GSCCC Propane Workgroup Update. The workgroup met on August 23rd to put the finishing touches on three one-page handouts. Two of the documents: *Transitioning your Fleet to Propane,* and *Simple Steps to Propane Vehicle Ownership* will be posted on the GSCCC website under "Alternative Fuels - Propane." The group is currently working on two project proposals on police/municipal vehicle and school bus conversions. Next meeting will be held late October. Please contact Dolores Rebolledo (271.6751 or dolores.rebolledo@des.nh.gov) if interested in joining this workgroup.

From Roush CleanTech (www.roushcleantech.com)
Propane School Buses:Transporting Our Precious Cargo

Last month the Propane Road Tour, sponsored by Blue Bird and ROUSH CleanTech, raised awareness of propane autogas as a clean, safe and efficient alternative fuel that is more cost-effective to operate than diesel. The school bus tour began at Blue Bird's facility in Ft. Valley, Ga., and traveled over 1,000 miles to Student Transportation of America's new terminal in Omaha, Neb. The bus that made the journey was the final bus to be delivered from the largest single order of 434 propane autogas buses for Omaha Public Schools.

The roster of school districts switching to propane autogas is growing across the U.S. In Arizona, Mesa Public Schools operates the largest propane autogas bus fleet in their state and saves $6,500 in fuel costs per bus per year. Indiana's Tippecanoe School Corporation pays 70 percent less to fuel their propane autogas buses compared to their diesel buses. In Georgia, Hall County Schools saved $260,000 this past school year in fuel costs alone thanks to their propane autogas school buses.

These buses also: lower greenhouse gas emissions; virtually eliminate particulate matter; reduce dependence on imported oil; and reduce noise levels by 50 percent when compared to conventional diesel counterparts.

The 2015 Blue Bird Propane-Powered Vision will be available with a 67- or 98-gallon propane autogas fuel system.